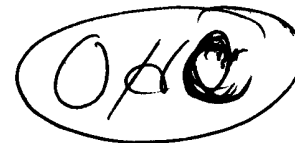


SIGNER

OLL 86-0157
13 January 1986

MEMORANDUM FOR THE RECORD

SUBJECT: Home-to-work Transportation Bill (H.R. 3614):
Meeting with National Security Subcommittee
Staff of House Government Operations Committee

STAT 1. At about 11:00 AM, a meeting commenced in a conference room of the Legislation & National Security Subcommittee of the House Government Operations Committee between CIA representatives and Subcommittee personnel. Representing the Agency were [redacted] (ALD/OGC) and me ([redacted] OLL); for the Subcommittee were Richard Barnes, Staff Director and Cynthia Meadow, Counsel to the Subcommittee, both had top secret clearances.

STAT 2. After introduction of the parties, I opened the meeting with a brief statement on the GAO investigative report concerning the abuse of home-to-work transportation by federal officials. Specifically, the GAO found that more than 60% of the persons using government vehicles for home-to-work transportation were doing so unlawfully. Accordingly, the Subcommittee's interest in the matter was well founded, and indeed legislation may be required to correct the problem. However, the CIA was not cited for any abuses, therefore we were not quite sure as to why we were included in the bill.

STAT 3. Counsel, Cynthia Meadow responded by observing that the Administration supports the bill. [redacted] hastened to point out that the bill reported by the Committee was substantially different from the one sent to Congress by OMB. For example, the reported bill contained a provision striking section 8 of the CIA Act--dealing with automotive transportation--was not in the Administration/OMB bill. Ms. Meadow said that the STAT Committee had "massaged" the bill a little. Next, [redacted] noted that the bill was so broadly drafted that a report to

Congress would be required where, for example, the Agency sent out a special vehicle to the home of a any key employee to take him to work because the roads were snow bound. Every such instance would have to be reported, including justification.

STAT

4. [] got Barnes and Meadow to admit that: (1) that the CIA was never cited for abuses in home-to-work transportation, (2) that the bill was broadly drafted and its reporting provisions were red tape driven, (3) that the Committee had made significant changes compared to the submission made by OMB, and (4) that they did not fully understand the impact of striking the automotive provision in section 8 of the CIA Act.

STAT

7. Since 1976, the Intelligence Committees of both the House and Senate have regularly scrutinized the CIA budget. Before that time such scrutiny was carried on by other Committees. No abuses to which H.R. 3416 is directed have been found.

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8. Our appeal to the Committee staffers was then directed to the need to maintain the status quo respecting a vehicle for the DDCI. As the bill now reads it is only the DCI that has unrestricted use of a vehicle. [] stressed the fact that the DCI is the head of the intelligence community, and that in his absence these considerable responsibilities fall upon the DDCI's shoulders. In this a capacity alone, the DDCI would merit unrestricted home-to-work transportation.

STAT

10 Both Meadow and Barnes became sympathetic to our needs but stated that the decision to remove CIA references in the bill would be up to Chairman Brooks. Six other agencies had appealed to the Chairman and he had refused all requests. Barnes said that he would present our request favorably with the Chairman, nevertheless. The staff director also suggested that we contact the Senate Government Affairs Committee for assistance because the Senate had not acted on a bill.

11. In discussing the method of solving this problem from a statutory approach, all agreed it was better to remove all references to the CIA, rather than use the cumbersome process of providing a specialized provision to meet each of our needs.

12. At the end of the meeting Staff Director Barnes confessed that at that moment Chairman Brooks was on the floor of the House attempting to attach H.R. 3416 to any bill from the Senate. Barnes urged us to contact the Government Affairs Committee in the Senate to alert them to our problems. I contacted Senate staff immediately and related our concerns. Fortunately, the only remaining legislation was the budget reconciliation bill, which was not open to amendments. However, this does demonstrate that Chairman Brooks is committed to this bill and will make it a high priority matter for the second session.

13. As a protective measure I am arranging a briefing of appropriate Senate staff.

STAT

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